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SC-06595-56 Series A**INTRUDER FLIGHTS OVER THE USSR DURING JULY 1956****I. INTRODUCTION**

ILLEGIB

10th JULY

20. Soviet and satellite radar tracking on the last day was very confused. It looks as though there must have been one main intruder flight which began over SAXONY, crossed southern POLAND and entered the USSR west of L'VOV, whence it flew south-westwards to ODESSA then wouth of ~~NIKOLAEV~~ and across the northern CRIMEA into the Sea of AZOV. It returned by flying round the southern coast of the CRIMEA back to ODESSA and then across ROUMANIA, HUNGARY, AND CZECHOSLOVAKIA into SAXONY and thence to BAVARIA.

21. The actual tracking available is, however, very broken and there were some changes of track number. The aircraft first detected on this suggested route (track 4540) did in fact turn back westward when just north of DRESDEN, but it should be noted that it was at this time (0751) that the designation of this track was changed from "one" to "two or more" aircraft. It is therefore possible that a group of two or more divided at this point and that the part which continued eastward was undetected until 0845.

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22. Track 8524 (Polish track number 0 was described as "two or more unidentified aircraft" until 0851 when the number was changed to 7473, (taken from the Czech block) but the description was not confirmed as two or more intruder aircraft until 0910 when the track crossed the Sov frontier; and then from 0949 to the end of the track the description was subsequently given as "one" aircraft. The same track number was retained to the end except for a short period after a failure to maintain continuity over the CRIMEA.

23. At 1203, when the aircraft was re-crossing from the USSR to ROUMANIA there was an apparent splitting of the track. If this is to be accepted at its face value it would imply that more than one aircraft had in fact made the flight across the SOVIET UNION: but it will be seen from the map that the distance from the plot at 1203 to the first plot of the southern branch of track 7473 at 1206 ~~is too great for the time allowed whereas the first plot of the northern branch at 1212 is a more probable distance away. Furthermore, the southern branch co-incides in due course with a track 4601 (Roumanian block) not only in position but also in height (12,000 metres) and this may therefore have been mistakenly identified as the intruder. This error was never admitted in the traffic available although Roumanian sources began to broadcast what was probably the correct track of the intruder from 2212. Broadcasts outside Roumania which had already begun to repeat the probably erroneous track did not begin to repeat the northern track until 1220. The Roumanian Air Situation Broadcast alone attributed to track 7473 the plots from 1228 to 1237 and the MOSCOW broadcasts alone attributed them to track 4601. After this confusion had been resolved the track was followed without a break until it faded over Western GERMANY.~~

24. Heights at the beginning of the flight were estimated at from 14,000 to 17,000 metres but later on height estimated of 18 and 19,000 metres were common and there were a few of 20,000 metres over CZECHOSLOVAKIA.

25. Very little tracking was reported which could represent serious attempts at interception. There was a track 6642 (BLACK ~~Sea Fleet block~~) over the CRIMEA which was going in the wrong direction at the material time; a short track (5665 - Polish block) over southern CZECHOSLOVAKIA broadcast only by the BALTIC Fleet broadcast which must have arisen from some confusion; and track 7495 which was described as an unidentified flight by PRAGUE and which looks from the map as though it were intended to intercept the intruder over GERMANY but was recalled after penetrating West German territory for a short distance. It did not, however, return to CZECHOSLOVAKIA but flew a circuitous course over Eastern GERMANY and the track ended at 1441 near KOETHEN.

26. At 0955 on this day an unreadable message in a fighter code (RUJWO-1), which included a reference to the intruder track was sent to MOSCOW ON THE Air Situation Broadcast from BUCHAREST

FIGHTER CODE TRAFFIC

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27. Fighter code traffic referring to track numbers 4513 on 4th, July, 4547 on 5th July and 4545 on 9th July was exchanged between KAUNAS/KARMELAVA and HQ BALTIC A.D.D. on a net of unidentified function. The msgs were not readable so it is not known ~~what~~ what active air defence measures were contemplated or attempted in this area. No relevant air/ ground fighter voice traffic was intercepted.

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